THE NEW REGIME.

DEPARTMENT OF DOCKS.

The Proposed System of Piers---More Plans Submitted.

The Department of Public Docks yesterday con-lined their public meeting for the purpose of listening to suggestions for the new system of piers and ing plans, models and specifications. None of the pians are absolutely novel, but all have pecu-liar merits, which, if it were possible to amaignmate ne, would make the one most desirable. After President, Mr. John T. Agnew, called the meetng to order the first presented was the

which proposes to widen the northwesterly streets and avenues throughout the city to 150 feet, and this outside western street should extend from the Bat-tery to Spuyten Duyvii. A bulkhead of stone should be built, with piers running into the bay. These ers should be partially of stone and partially iron Owing to the cheapness of stone militons of tons of it could be had from the Palisades, and easy of being ported. On this bulkhead line should be built e warehouses, occupying fifty feet, with some en feet elevation, thus leaving two cartways ight and left to each pier. On these structures four airs of rails were to be placed, the two centre of o her for way travel. The second floor of the ware-houses should always be on a level with the railroad ck and having hatchways on the upper floors. By h a plan merchandise could pass direct from the on board a ship, or vice versa. Mr. Waddell ud he would place an elevated railway on the bulk and warehouses, and the great central depot it be connected therewith by an arcade railroad. At midnight, when travel is almost at a stand still, ight cars from the West could load direct from

acks at a live elevation, made intologn the s, to points in prominent thoroughfares, such the Hall, Canal street, Union square, Hurlem od depot, the Park, McComb's dam and Har-By this means the upper extremity of the I could be reached in half an hour. It may be would present too great an impediment to the volume of the tide, and also tend to divert the course of the channel. However well founded these objections may be when applied to a solid line of masonry, or to a pile wharf, they are groundless in respect, to this method, of construction, even

course of the channel. However well founded these cobjections may be when applied to a solid line of masonry, crto a pile wharf, they are groundless in respect to this method of construction, even to be much doubt, Rudolphe possessing the advansional the wharves be placed beyond the boundary line. A number of deep vessels moored in line would present little less impediment than these proposed wharves. To derray the cost of construction revenues would be derived from three sources—from storage, wharf charges, and right of way for railroads.

THE NICHOLS IRON SCREW PILE.

Charles H. Pierson, counsel for the inventor, submitted a model showing a plan by Captain H. Nichols. The Captain would sink immense blocks of grantle into the mid on the bed of the river and bind them together by iron bolts, passing from one to the other andigraduating in size upward to the cidewater mark. It would be impossible to have screw stone biles out of line, as it becomes as perfect a piece of masonry as can be built upon the surface of the land. The weight of each of the piers resting on the solid bottom would be a guarantee against further settlement. They could be each practically tested with an additional weight of from lifty to 160 tons of pig iron, so as to preclu de the possibility of any subsequent settling. The Captain proposed to form the pterhead of the column of eight feet square and of the requisity depth up to the low water mark, and above that of six feet square. On the mark, and above that of six feet square of forty feet span. Iron or wooden griders are to be used, secured to the top of the iron poles, and diagonally braced in a manner so as to form a perfectly stiff and reliable bridge, covered with wood or iron. Another feature would be the building of a stone column, two feet in diameter, secured by an iron pile, and dowels for the mooring of ships. Layers of hydraulic cement are piaced upon the top of each stone, and each stone becomes embedded in it, thus forming one conglomerated mass.

A grone in the first part

proposes to construct a wall along the water front which will form a bulkhead line, allowing railroads to pass over from one end to the other, and would have the capacity for business which eight tracks could afford. The structure is to be in the open channel, mainly along the shoreo of the island. This idea, he states, will improve instead of interfering with the sewers; nor will travel be interrupted. The west side of the city, as being the most populous, should receive the first attention. The stone line would begin at the Battery, near pier No. I at a point in theirver 200 feet westerly from the easterly side of West street. Thence continuing northerly on a line parallel with West street to Caristopher street, thence to Tweifth avenue at or carthe present bulkhead line, and so on to Fortieth street, where the construction will stop until such time as the population will have become dense above that point; the stone wall along this bulkhead line shall be made water-light from the top downward about twenty feet; the outside of this wall will be six feet from its top to high water mark; the breadth and foundation to be such as may be found necessary to insure strength and durability. Inside this bulkhead and eighty feet therefrom will be onstructed another wall of less strength to hold the earth near the street; these two walls will enose the channel for the railway; their tops will be on a level with the street and sixteen leet above the railway; bridges can be constructed from wall to wall when necessary; he sewer pipes can be continued westerly bridges can be constructed from wall to wall when necessary; the sewer pipes can be continued westerly bridges can be constructed from wall to wall when necessary; the sewer pipes can be continued westerly bridges can be constructed from wall to wall when necessary; the sewer pipes can be continued westerly bridges can be constructed from wall to wall when necessary; the sewer pipes can be continued westerly bridges can be continued on the found the swert of the sewe

giving aby required length; the outside and end rows of piles to be twenty inches in diameter and one inch in thickness; the remaining piles to be twelve inches in diameter by three and liver-quarter inches thick; the piles to be sunk by internal excavations, by means of an internal screw; the pile will settle by its own weight, as the mud or sand is removed from the inside; when sunk the required depth a cartion claw base is placed under the pile, thereby increasing the area of support; the top sections of each pile will be made the required length, to bring them to a proper level; on the sides will be cast from steps and logs to receive the diagonal bracing and side founders; each pile when properly sunk will be filled with concrete; wrought from girder beams on each row of piles crosswise and flastened with screw bolts; lengthwise sills or beams of girder from will be placed five feet apart and bolted to the crosswise beams; wrought from braces will be inserted between the outside row of piles and the next row insider cast from arch plates will be inserted between the outside row of piles and the next row insider cast from arch plates will be inserted between the outside row of piles and the next row insider cast from arch plates will be inserted between the outside row of piles and the next row insider cast from the form the lower flanges, upon which Belgian or other pavement may be laid; fenders of hard wood will be placed outside of each outside pile from top of string-piece, below low water line, to protect the sides of vessels from the from piles; cast from the piers they may be constructed of from by continuing up the second row of piles, which will have an eight foot wood way entirely placed and fastened to string-piece; if warchouses and piers to be different from the piers they may be constructed of from by continuing up the second row of piles, which will have an eight foot wood way entirely around the pier; the warchouses to be two stories high, with Mansard roof, with sliding doors, holithed the

DEPARTMENT OF PUBLIC PARKS.

The Park Avenue Tunnel and the Park Ave-

nue Property Owners . Mayor Hall some time since recommended to the Mayor Hall some time since recommended to the Park Commissioners the advantage that might be derived from a more thorough ventilation of the Park avenue tunnel, and more and better facilities for entering and leaving the tunnel so that horse cars might run through safely and DP TOWN TRAVEL
be much expedited. The Park Commissioners coin-

sight becomesced therewith by an arcade rainord.

Aft midight, when travel is almost at a shand still, frught cars from the West could load direct from foreign vessels lying at the piers. The substructures besent could be used for ferry houses, just, shops, do. Provisions could be made for the way travel in the provision be proposed on a parallel to the provision be proposed on a parallel to the discovered by the provision of the proposed on a parallel to the state of the provision be proposed on a parallel to the state of the provision be proposed on a parallel to the state of the property and however much time of wharves seventy feet in width, commencing at the fastery and extending along the house in the local time of what we for four third, and when the provision of the property owners are to have a voice of severals thinked of vessels to be good for the provision of the property owners are to have a voice of severals thinked of vessels to be good for the property owners are to have a voice of severals thinked of vessels to be good for the property owners are to have a voice of severals thinked of vessels to be good for the property owners are to have a voice of severals that the property owners are to have a voice of severals that the several the property owners are to have a voice of severals of the several to the property owners are to have a voice of severals of the several to the property owners are to have a voice of severals of the several to the property owners are to have a voice of several to the total property owners and they protected. The result of the several to the several to the property owners are to have a voice of several to the several to the property owners and they protected. The result of the several to t

The Park Commissioners should not give may before the sampations of the horse rathroad companies. If the inter do not respect the rights of citizens the next Legislature will alter their franchises to make them doed.

Even admitting that your comments are just, no biame should attach to the company, but to the Mayor; because the proposition to ventilate the tunnels and provide them with steps at street corners, in order to facilitate travel, proceeded from the Mayor. He supposed, and still supposes, that he was acting not only for the best interests of the travelling public, but for that of the residents along the line of Park avenue, among whom are many of his personal and political friends. The horse cars now run to the entrance of the tunnel at Thirty-fourth street. The tracks are finished from the other end of the tunnel out towards Barlem, and ready for passenger traffic. The tracks must either be connected by transit through the tunnel or by rails over its top. The Herald, as well as many other newspapers of the cuty, has strennously insisted upon more railroad accommodations, and has particularly urged the Fourth Avenue Railroad extension. It is supposed that Mr. Vanderbilt can supply riding facilities to at least 25,000 more passengers per day than the Third Avenue Railroad Company are able to do in the present situation of their travel. Even if it could be conveniently possible to the health of passengers to take them through the tunnel, their transit is regarded by the police to be a very unsafe operation. The tunnel is eight blocks long, and, from its darkness, might afford a convenient rendezvous for thieves and pickpockets, who could more easily best small cars than the large ones now used. The plan proposed was focut an opening in the tunnel at each block; to surround these openings with evergreens, so that the openings would be hidden from observation; to cut the steps, in convenient and ornamental manner, by which passengers could ascend and descend; to surround these openings with evergreens, s

CHARLES O. JOLINE, Chief Clerk.

BROOKLYN CITY NEWS.

A new Democratic General Committee is about to be organized in Kings county.

The members of the Catholic Library Association and their friends will have an excursion to Excelsion Park on Wednesday next.

Barglars visited the residence of Thomas R. Bacon Eighth street, between Fifth and Sixth avenues, at an early hour yesterday morning, and carried off a quantity of clothing.

The Park Commissioners yesterday sent in bonds to the amount of \$150,000 to the Mayor requesting his signature to the same. Mr. Kalbfleisch declined to sign them on the ground that the points of objection which he had raised had not been legally settled. The Board of Commissioners has resolved to discontinue work on the Parks on Saturday in consequence of the Mayor's action. A delegation of Prospect Park employes will want on Mr. Kaibfleisch to-day and urge their cause with him.

THE JERSEY CITY EXPLOSION.

The Accident Caused by Carbonic Acid Gas. who was killed by an explosion at Jersey City, took place yesterday before Coroner Burns. The copper tank which exploded was twenty-eight inches in length, and eight and a half inches in diamelength, and eight and a half inches in diameter, and contained carbonic acid gas, used in the manufacture of soda water. According to the testimony of Mr. Horatio Alien, the owner of the goods, he had used this tank for the past three years at his country residence for making soda water, and he never employed more than ordinary care in handling it. In fact the explosion was most unexpected. The pressure on the tank was about three hundred pounds, just one-half of the registered pressure. The jury returned a vertice of accidental death, and her. Alien was thereupon discharged from custody.

Michael Varley on Trial for Assault-Another Phase of the Burke-Hernan Tragedy-A Flaw in the Indictment-Varley Convicted of Assault and Sentenced to the Penitentiary for Six Months.

In the Court of General Sessions, before Recorder Hackett, the whole of yesterday was occupied in the trial of Michael Varley, who was jointly indicted with John McCarthy for a felonious assault and bat-tery enarged to have been committed open officer William Burke, of the Fourth precinct, on the 2d of this month. It will be remembered by the readers man named Patrick Hernan, a letter carrier, was shot by officer Burke. After the jury swere sworn Recorder Hackett read over the indictment and decided that, as matter of law, the defendant could assault and battery, a club not being a sharp and dangerous weapon in the meaning of the statute. His Honor made this announcement in order, if possible, to shorten the trial.

TESTIMONY OF OFFICER BURKE.

His Honor made this announcement in order, if possible, to shorten the trial.

TESTIMONY OF OFFICER BURKE.

William Burke, the complainant, was then examined, and proceeded to give his account of the transaction. He testified that on the night of the 2d of June he saw Variety standing with two others in front of 365 Pearl street, fifteen minutes before twelve o'clock; John McCarthy was one of them; he had his club under his arm; one of the men therman) made the remark. "There is the son of a b—that sent Mangin up;" Variey said, "Let us send him down," or, "take him down;" his club was taken from under his arm; he was taken by the colar of his cont and pulled backwards towards the window; Variey kicked him in the side, at the same time swearing, and he felt a pain as if he was pricked with a pin; he was positive that he was beat around the shoulders with a club; he was lying on his back and drew his pisto; Varley caught hold of the barrer of the pistol, assisted by McCarthy; Varley twisted it so that the muzzle of it pointed at the officer's breast; McCarthy int Burke on the arm with his hand; the officer in the standing black and fred, Varley having hold of the barrer at the time; the officer irred again, and the three men went into the door, which was bolted; he called for help and officers came to his assistance.

The witness was cross-examined at length, and denied that Hernan was running away were he (Burke) deliberately shot him.

OTHER EVIDENCE.

Officers Ryan and living testified that they heard the shots fired, and upon reaching his escene of the occurrence they saw Burke standing bleeding, having no ciut; there was a man tying on the sidewalk, who afterwards proved to be Herman. The officers went into the house by the window and arrected McCarthy and Varley. Captain Allant etsified that when Burke came to the station house he saw that he had a cut on the left eye about a quarter of an inch long, and that he found only slight marks of violence upon his person. The accused (Varley) gave a very different

A CHARGE AGAINST A JUROR.

After the testimony was closed a recess of fifteen minutes was taken, and upon the court reassembling the Recorder stated to the jury he had been informed that one of the jurors had been approached since the adjournment and certain persons had taked to him about the case on trial. The foremun and another juror replied in the aftirmative, and named the fourth juror as the party, who, upon being interrogated by his Honor, said that he had talked with a policeman, but not in reference to this case.

being interrogated by the holder, said the being takked with a policeman, but not in reference to this case.

Counsel for the defendant then proceeded to sum up, and in the course of his remarks, while paying a just tribute to Recorder Hackett's farmess and integrity, animalwaverted in severe terms upon the fruitality of the officer in murdering a peaceable citizen, denounced the democracy for electing nublic officials by repeaters, and indulged in "internity in grange in aliuding to matters outside of the case.

Assistant District Attorney Fellows replied in language which compelled Mr. Charles Spencer to wince under the scattling which the able prosecuting officer administered. Prosecuting counsel vindicated the purity of the bench and the impartial and emissioner variety was guilty of assauting the officer.

Recorder Hackett, in his charge, gave a clear statement of the evidence, and, after deliberating for half an hour upon the case, the jury rendered a verdict of guilty.

Sentence.

Sentence.

Sentence.

Sentence.

Sentence to this remarks, while paying a peaceable citizen, denounced the democracy for electing nublic of the new mortgage.

\$28,313,000

Less debt of the company and which has been paid.

Total amount due June 1 and which has been paid.

Less amount due June 1 and which has been paid.

Less debt of Detroit, Munroe and Teleso Dearch, not included in the new mortgage.

\$24,000

1,824,000

Amount of new mortgage.

\$21,000,000

Amount of new mortgage.

\$21,000,000

Amount of new mortgage.

\$21,000,000

Caving to be used for the purposes above named.

\$4,011,000

We now beg leave to revive our readers' recollection of the following paragraph in Wednesday's the first the part of the company issued \$2,000,000 of new mortgage bonds.

The directors of the latter road (Lake Shore) meet to-morrow to declare the semi-annual dividency. The amount expected is four per cent, which will, it is thought, be provided for as was the previous dividency, when the company issued \$2,000,000 of new mortgage of the roa

The Court, in passing sent-nee, said that had the indictment allowed the jury to find Varley guilty of an assault with a dangerous weapon, with intent to do bodly harm, they would have been justified in doing so; that one of his companions met his death at the hands of oilieer Burke, who was perfectly justified under the circumstances in taking the life of Hernan. His Honor said he must show Varley and all others that policemen must not be interfered with in the performance of their duty, and should sentence the prisoner to the Penitentary for six months.

THE ITALIAN BRIG G.USEPPINA.

Letter from the Consul General of Italy-Denial of the Statements Made by the Norfolk Pilot-The Crew of the Brig Discharges by the United States Commissioner.
CONSULATE GENERAL OF ITALY

NEW YORK, June 22, 1870.

To the Editor OF the Herald:I notice with regret a leading article in your paper of the 20th inst., the writer of which soizes upon vague telegraphic advices to cast with undue haste the hardest imputations on the officers and crew of the Italian brig Giuseppina, now at Norfolk, and on the whole mercantile marine of Southern Europe in general. Before qualifying as infamous the conduct

the whole mercantile marine of Southern Europe in general. Before qualifying as infamous the conduct of these men and calling them ruffians a leading and sagacious newspaper such as the Herald is justify reputed to be ought to have been at least in possession of advices justifying such language. By a telegram published by the press yesterday, including the Herald, we now learn, in fact, that the mate and the men of the Gluseppina were all released by the court, as the charges brought against them by the pilot Cole could not be sustained. Allow me to add that the seamen of the South of Europe do not deserve in the least your accusations, and that those especially who belong to the country which I have the honor to represent are everywhere known as sober, houest and inoffensive.

Since I have been at the direction of this Consulate General (a period of four years) but one single instance has been brought under my jurisdiction of common crimes committed on board Italian vessels, whether in port of on the high sets, and my authority applies not only to the port of New York, but almost all the United States botts, where more than 200 Italian vessels annually enter. I do not think that as much may be said of the mercantile marine of some other nationality, I am hourly waiting for official reports on the finding firm and if any man or officer belonging to the brig Gluseppina has been guilty of the least offence you may rely that he will be severely punished, in spite of the verdict of the court of Norfolk. Please in the meantime to make room for the foregoing, which I find necessary to say in justice to the maxiners of my country.

I have the honor to be, your obedient sertant,

FERD. DE LUCA.

OFFICIAL INFORMATION OF THE DISCHARGE OF THE CREW. UNITED STATES COMMISSIONER'S OFFICE,)

United States Commissioner's Office, Norfolk, Va., June 22, 1870.
To Ferdinand Dr Luca, Consul General of Italy in the United States, New York:—
Sir—On Monday I elicited from the complainant that no robbery had been committed upon him, that no demand was made on him for money by the crew or any of them, but that it was given to them by him voluntarily, because he supposed it would secure a cessation of their threats and menaces. From the complainant's own statement and that of the captain, I saw no reason to suspect that his fears while on board the brig had any other foundation than his own fancy. His appearance on Monday was unlike his excited manner of Saturday, when it was so marked that I required a guarantee of his character for sobriety and good sense from the gentlemen accombanying him, before I consented to grant the warrant. I suspect that the sailors, seeing his peculiarity of manners, may have annused themselves with it. I regret that the caprain of the brig was delayed and brought out of his course.

I have the honor to be, your obedient servant, and the foregoing is an authentic extract from a letter under the date of Norfolk, Va., 22d inst., addressed to the undersigned by the Hon.

B. B. Postor, United States Commissioner at Norfolk.

FERDINAND DE LUCA,

The Consul General of Italy in the United States.

New York, June 24, 1870.

THE BURKE-HERNAN SHOOTING CASE. FINANCIAL AND COMMERCIAL.

PRIDAY, June 24-6 P. M. TRIDAY, June 24—6 P. M. I
The Ketchum-Boyd sensation was the topic of conversation everywhere to-day, and Wall street was like a place after a fire. The crowds loitered about the street, at the doors of the Gold Room and Stock Exchange and in the brokers' offices discussing the most recent adventures of the boid young speculator. Were it not for she immense amounts of gold which have been hypothecated in various places the street would soon consign the whole affair to the past and go on as unconcerned as ever. But the loans made on the Ketchum gold have to be returned and lengthy accounts settled, sil of which in the prolengthy accounts settled, all of which in the proevening previous that all was over.

GOLD DOWN TO 111%.

belief, but as the forenoon advanced a number of in-surance companies with whom gold had been pledged at 110 (the readers of the Herald will re-member that we recorded these hypothecations at the time of their occurrence) began to sell out, and the price fell from 111% to 111%. The market rallied several times, but each rise drew out sales of gold held by private bankers and others with whom it had also been pledged by the cilque. This will show the magnificent proportions of the movement which Ketchum initiated and intended. As fast as he bought gold he deposited it as collateral for a loan of 110 per cent in currency, with which he immediately bought more gold, repeating the operation as often and as exten-sively as he could. The market after the board showed symptoms of becoming steady, if not strong; but broke down to 11136, on the announcement that the Secretary of the Treasury has ordered the pre-payment without rebate of the July interest on and and feverish. It would be a "consummation de-youtly to be wished" to see gold dip below 110 before the Fourth of July. Should it do so the readers of this article cannot say they have not been foretold of the strong probability of such a contingency. The chief fluctuations to-day were as follows:-

10 A. M. 111½ 2 P. M. 111½ 11 A. M. 111½ 3 P. M. 111½ 12 M. 111½ 4 P. M. 111½ 12:30 P. M. 111½ 5 P. M. 111½ 1 P. M. 111½ 5:50 P. M. 111½ 1:20 P. M. 111½ 5:30 P. M. 111½ 4:11½ In the gold loan market the rate ranged from 2 per cent for carrying to flat and 1-84 for borrowing. The operations of the Gold Exchange Bank were as

The stock market was likewise false to the promise of a better market on the full holders of hyphothecated stocks were com-pelled to sell out those which were not redeemed in the previous efforts of Mr. Ketchum's friends to sustain the market by assuming a portion of his burden. There was no important decline, however, except in Rock Island, which fell to 116 on heavy sales late in the afternoon. The directors of the Lake Shore and Michigan Southern Railway Com-pany have declared a semi-annual dividend of four per cent free of tax, payable August 1 at the Union Trust Company. The transfer books will close July 16 and reopen August 1. In connection with this the Daily Bulletin says:—

dend, when the company issued \$2,000,000 of new mortgage bonds. The earnings of the road have been decreasing for the past six months and the treasury is but scantily supplied. These latter facts, however, are no detriment in these days to dividends. In fact, from the manner in which railways are managed nowadays it makes no real difference to the investor in the long run whether roads are dividend paying or non-dividend paying.

Our remarks as above were the result of our personal observation that the sequences when here here

sonal observation that the speculators who have hi possession of this line ever since its treasury was ankrupted in the panic last year have been forced to borrow money to pay dividends. The four pe cent dividend of last February was provided, indifand bonds. Now when the treasury is confessed; empty the dividend is again declared. It is an insul the intelligence of the stockholders t seek to conceal, beneath the firmsy dis-guise of this new issue of \$3,000,000 morigage bonds, the real object of the so-called consolidation of the old funded debt. If simple consolidation be intended why is the amount increased from \$22,000,000 to \$25,000,000? A great wrong is practised upon the community when railway officials vote dividends which have not been earned. Despite this announcement the stock was strong and at one time rose to 99%. In warning the public of the intentions of the directors in this instance we are reminded of what we said concerning the Rock Island clique some time ago. The over issue of stock then contemplated could not be sold, owing to our apprising the public in good season. We ask the public to bide their time in this instance. Perhaps before many days the Stock Exchange will receive the required thirty days' notice of the in-tended issue of at least 20,000 new shares. For the sake of the present stockholders we hope we are mistaken. But the sales which broke the price to-day to 116 are, very likely, the disposal of some of the new issue. Wabash was weak at the last board, when it sold down to 55%, on the notice from the company that they will, at the end of thirty days, issue 33,000 shares of new stock, to equip and com-plete the 150 miles of road constituting the extension of the line from Decatur to St. Louis. Subsequently the stock railed to 56% and closed strong. The principal fluctuations of the day will be seen in the table of highest and lowest prices below. The following were the closing prices at the last session of the Stock Exchange:—Canton, 65% a 68; Cumberland, 43; Consolidated Coal, 27 bid; Western Union, 34% a 34%; Quicksilver, 7% bid;

Mariposa, 6% a 8%; do. preterred, 14% bid; Atlantic Mail, 34% a 34%; Pacific Mail, 41%; Adams Express, 66; Wells-Fargo Express, 16% a 17; American Express, 47% a 48; United States Express, 45% a 45%; New York Contral consolidated, 98% a 98%; do. scrip, 94% a 94%; Harlem, 189% a 140%; Erie, 23% a 24; Reading, 106% a 107; Michigan Central, 124% bid; Lake Shore, 98% a 98%; Illinois Central, 139 a 139%; Cieveland and Pittsburg, 109½ a 110; Chicago and Northwestern, 22½ hid; do. preferred, 88½ a 88½; Cieveland, Columbus and Cincinnati, 30½ a 51½; Rock Island, 117½ a 117½; Milwaukeé and St. Paul. 65% a 65%; do. preferred, 80% a 60%; Toledo and Wabash, 55% a 55%; do. preferred, 77: Fort Wayne, 94½ bid; Ohio and Mississippi, 37½ a 37½; Delaware and Lackawanna, 110½ a 111; New Jersey Central, 107½ bid; Chicago and Alton, 118½; do. preferred, 119%; Morris and Essex, 89% bid; Hannibal and St. Joseph, 118%; do. preferred, 119% a 119%; Iron Mountain, 48% a 49%; Boston, Hartford and Erie,

HIGHEST AND LOWEST PRICES. The following shows the highest and lowest prices to-day for the leading speculative shares:--Kew York Cen. & Hud. consultated. 1844 98%
Kew York Central & Hudson serip. 94% 94

3% a 4; Columbus, Chicago and Indiana Central, 20%

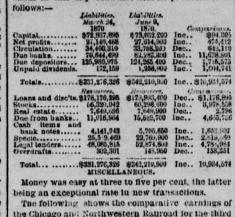
FOREIGN EXCHANGE WEAK.

closing quotations were as follows:—Sterling, sixty days, commercial, 109 a 10934; good to prime bankers', 100% a 110%; short sight, 110 a 110%; Paris, sixty days, 5.20 a 5.16%; short sight, 5.15 a 5.13%; Antwerp, 5.20 a 5.16%; Switzerland, 5.20 a 5.16½; Hamburg, 35½ a 36½; Amsterdam, 40½ a 41; Frankfort, 40½ a 40½; Bremen, 78½ a 79; Prussian thalers, 70% a 71%.

GOVERNMENTS HEAVY. The government list was lower in sympathy with tue decline in gold, and the market at the close of street business was heavy at the following quota-tions:—United States currency sixes, 113% a 114%; tions:—United States currency sixes, 113% a 114%; do. do., sixes, 1881, registered, 114%; do. do., coupou. 117% a 117%; do. five-twenties, registered, May and November, 110% a 111; do. do., 1862, coupon, do., 111 a 111%; do. do., 1864, do. do., 1862, coupon, do., 1865, do. do., 110% a 111; do. do., 1865, coupon, January and July, 113 a 113%; do. do., 1867, do. do., 113% a 113%; do. do., 1868, do. do., 113% a 113%; do. ten-forties, registered, 107% a 108; do. do., coupon. 107% a 108%. pon, 107% a 108%. SOUTHERN SECURITIES DULL AND STEADY.

strong. The Louisiana Penitentiary sevens have placed on the list in a day or two, or as soon as the committee report. The following were the latest street prices:—Tennessee, ex coupon, 68% a 67; do., new, 64% a 64%; Virginia, ex coupon, 68 a 68%; do. new, 68 a 70; Georgia sixes, 88 a 90; do. sevens, 95 a 96; North Carolina, ex coupon, 49 a 40%; do new, 27% a 28; do special tax, 25% a 26; Missouri sixes, 94% a 95; Louisiana sixes, 78 a 80; do. new, 74 a 76; do., levee sixes, 78½ a 86; do. do. eights, 95 a 97; do. Pentientiary sevens, 81¾ a 83; Alabama fives, 74 a 76; do. eights, 161 a 102; South Carolina sixes, 92 a 94; do. new, 8214 a 8214; Arkansas sevens, 7514 a 76.

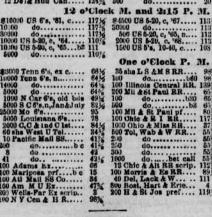
THE "QUARTERLY" STATEMENT OF THE BANKS. The latest "quarterly" statement of the national anks in this city contrasts with its predecessor-a-



the Chicago and Northwestern Rauroad for the third

The following shows the results of to-day's business at the Sub-Treasury in this city: leneral balance yesterday.....\$83,320,439

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ij	SALES AT THE NEW Y	ORK STOCK EXCHANGE.
	and the second	
)	A STATE OF THE STA	une 24-10:15 A. M.
3	85000 U 8 6's, '81, cou 117%	300 shs Pac M 88 Co 42
M)	5000 do 117%	200 Atlantic M 88 Co 84
1	5000 do	100 Wells-Pargo Bx 17
	10000 US 6's, currency 114	40 Am Mer U Bxbc 475
9	86000 UB 5-20, c, '6783 11836	300 N Y Cen & H R 99
m	50000 do 11336	100 do 98
М	65000 do	800 do b call 98
a	70000 Tenn 6's, n 6417	100 Erie RR 24
9	30000 do 64%	400 Harlem RR 140
31	20000 do 64%	200 Reading RR b3 107
	20000 do 6436	100 do 107
Щ	5000 Va 6's, ex cou 6836	2000 dob cs3 107
	5000 Va 6's, new 69% 12000 S C 6's, n.Jan&J'y 82%	200 N J Central RR 107
1	12000 B C 6's. n.Jan&J'y 8214 5000 N Car 6's, sp tax 26	100 L S & M S RR 9d
1	5000 do 25%	1000 dob c 983
40	1000 Missouri 6's 94%	10 Chie & NW RR 83
4	1000 do 95	100 do 89
锶	2000 Ark T's, is to L R &	300 Chi & NW RH pf 88
8	F S RR Co 75%	200 Chic & RE I BR 117
а	4000 B'klyn 6's, w 1 95	400 dob c 118
	8000 Erie 3d m 92	500 Mil & St PRRb c 66
	5000 Erie 4th mtg 83%	400 Mil & St P pref 804 800 Tol, W & W RR 56
3	4000 do 8836	
	1000 Chick NW c con b 93	25 Chie & Alton RR 118
10	5000 Quin & Tol 1st 84	100 Ohio & Miss RR 37
	1000 C & R TAP RR 7's. 10116	100 Ohlo & Miss RR 37 300 do 37
	2000 N J Cen, n b 103	50 do 37
	1000 Pitts, Ft W&Chie 2d 100%	20 Ohlo & Miss pref 75
ı	2500 Pitts, FtW&Chic 3d 94	20 Ohlo & Miss pref 75 100 Dei, Lack & W 110
1	4000 Cleve & Pitts 2d 99	350 Han & St J RR 118
я	4000 Clev & P 3d m 96	260 do 117
,	5000 U Pac RR 1st 87%	500 do 117 100 do 117
•	1000 Col. C & I C 1st m. 84%	100 do 117
H	10000 do	8 H & St Jo RR pf 119
t l	5000 Tol, P & W 1st, w d 83	
3	5000 West U Tel 7s, bds 89	100 do 119;
di	20 shs Bk of Republic, 120	100 Bost, Hara Eric RR 3
	12 Fourth Nat Bk 10956	200 Col, C & I C RR 20
t	12 De & Hud Can 12432	300 do 20
		k M. and 2:15 P. M.
	\$10000 US 6's, '81, c 11716	\$4500 US 6-20, c, '67 1133



STREET QUOTATIONS Half-past Five o'Clock P. M.

	COMME	WOTER	REF	IN.L.	
		~~~	FBIDAY, J	nne 24_6	P. M.
BETSW	AX was dul	I and we	beard o	f no sal	es. We
	Western and 8				14
Marie Control of the Print	EsThe der			as light. s	nd the
	ere unimpor				
	ine, 14c. a 17c				
	was dull a				
150000000000000000000000000000000000000				Amen I delicative	
Corn	ill in bond, an	d soc. a soc	a. 22c. a 98	alaracaio	nd Rus-
MING DOLL	rope, zuc. ; Ru	main tarred	. 17C.		
COTTO	NThe mar	ket was ex	remely qu	let and he	avy, and
prices w	ore lower and	very irregu	inar. Som	ded. The	re made
nold 720	bales, of whic	h 471 were	for spinn	ing, 132 for	rexport
	on specula	tion. For	future de	divery th	ero was
a fair	business being beav	consumm	ated; D	nt the	offer-
hiv. Th	a sales were	1.000 ba	les. bast	a low m	iddling.
for June	or August at	40., 2,000 d	o. for July	at 18%c. :	19'4e.,
18 do. 1	or August at	day) 100 ac	tor June	tor Oct	son do
for July	nd (late yester at 1950., 200 lugust at 1950	do. for Se	ptember :	1814c	and 350
do. for A	ugust at 194	e. We que	ie:-	as-comments of the	
	Uple	lorida 1	femphis.	N. Orlanus	Teras.
Ordinar;				16	1636
Good or	dinary	183	18%	1897	20%
Middling	ddling	2036	9112	2192	21-3
Good m	ddling	. 2232	2296	922	2142
COFFI	mand, and we	ket for Ri	o was quie	t, there be	ing but
prices. b	OWEVET, WETE	generally	lemanded.	Other kl	nis were
dull but	unchanged 1436c. a 15c.	in value.	We quot	e:-Rio-C	Irdinary
Cargoes,	14360. a 15c.	: fair do.,	15 Ke. a	10,40. ; g	or lota
14560. A	180. : Java. 20c	a Me : Si	ngapore, 18	c. a 19c. :	Ceylon.
17.60. a	16%c.; prime 18c.; Java, 20c 19c.; Maraca	ibo, 1656c.	a 19c. ; I	agaayra,	16 a.c. a
18,50.	amaica, 10c. s	15 CC : CO	sta Rica, I	C. A 200.	Maniett.
all wold	c.; Mexican, li	e. a 180., 1	and Savan	10% s.	# 100.j

the demand being chiefly from reflores, but, as the offering ware comparatively large, prices were heavy and lower for fair to good refining the time ware made upon a basis of \$140. \$2.50 for fair to good refining the time marks closing at these prices. There were sold, 500 hids., part at \$140. at \$140. for mand for refined at the following prices:—Hard, \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$180. \$18

Seed Leaf. 1869.
Connecticut and Massachusetts wrappers...